



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139
CAMBRIDGE, MASSACHUSETTS

NOTICE OF DECISION

Case Number:	362
Address:	101 Rogers Street (parcel address 117 Rogers Street)
Zoning:	Industry A-1 (IA-1) / PUD 4C / East Cambridge Housing Overlay District (ECHO)
Applicant:	City of Cambridge 795 Massachusetts Avenue, Cambridge, MA
Owner:	City of Cambridge 795 Massachusetts Avenue, Cambridge, MA
Application Date:	April 29, 2020
Date of Planning Board Public Hearing:	August 11, 2020
Date of Planning Board Decision:	August 11, 2020
Date of Filing Planning Board Decision:	September 2, 2020

Application: Project Review Special Permit (Section 19.20), Special Permit for reduction of required off-street parking (Section 6.35.1), Special Permit for alteration of an existing non-conforming building (Section 8.22.2.a), and Special Permit to allow performance space use in Industry A-1 (Section 4.35.h), to rehabilitate an existing building for use as a multipurpose center, including community center, arts studio, theatre, and offices, with a total of 50,200 square feet of gross floor area (GFA), 11 long-term bicycle parking spaces, 14 short-term bicycle parking spaces, and 1 loading bay.

Decision: GRANTED, with Conditions.

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after filing of the above referenced decision with the City Clerk. Copies of the complete decision and final plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Swaathi Joseph

For further information concerning this decision, please contact Liza Paden at 617-349-4647, or lpaden@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. 101 Rogers Street Special Permit Application, dated 4/22/2020, containing, *inter alia*, the Special Permit Cover Sheet, Dimensional Form, Ownership Certificate, Community Outreach Summary, Project Narrative, Infrastructure Narratives, Green Building Report, Transportation Impact Study, and plan set titled ‘The Foundry Building’ prepared by Cambridge Seven, dated 3/12/2020.
2. Presentation slides shown to the Planning Board on 8/11/2020.

City of Cambridge Documents

3. Memorandum to the Planning Board from Katherine F. Watkins, City Engineer, Department of Public Works (DPW), dated 5/7/2020.
4. Memorandum to the Planning Board from Community Development Department (CDD) staff, dated 8/3/2020.
5. Memorandum to the Planning Board from Joseph E. Barr, Director, Traffic, Parking and Transportation (TP&T) Department, dated 8/6/2020.

Other Documents

6. Letter to the Planning Board from Daniel A. Egan, First Vice President, Equity Residential, dated 8/8/2020.
7. Email communication to the Planning Board from Deidre Tao, dated 8/10/2020.
8. Email communication to the Planning Board from C.A. Webb, President, Kendall Square Association, dated 8/10/2020.
9. Email communication to the Planning Board from Paul Keplin, dated 8/10/2020.
10. Email communication to the Planning Board from Cynthia W. Smith, dated 8/10/2020
11. Letter to the Planning Board from City Councillor, Timothy J. Toomey Jr., dated 8/11/2020.

SUMMARY OF APPLICATION

The project is located in the Industry A-1 (IA-1) zoning district which is modified by the East Cambridge Housing Overlay District (ECHO) and PUD-4C Overlay District. The existing historic building footprint of the Foundry is proposed to be retained except for the demolition of a later addition and construction of a new addition with slightly larger footprint. The proposal includes streetscape improvements in addition to repurposing the Foundry into a multipurpose center with office space, 11 long-term bicycle parking spaces, 14 short-term bicycle parking spaces, and 1 loading bay. The renovated building will have 50,200 square feet of GFA. The existing building is a designated historic landmark structure and the proposed renovation has been reviewed and approved by the Cambridge Historical Commission (CHC) with continuing design review by the CHC staff.

FINDINGS

After review of the Application Documents and other documents submitted to the Planning Board, testimony given at the public hearing, and review and consideration of the applicable requirements and criteria set forth in the Zoning Ordinance with regard to the relief being sought, the Planning Board makes the following Findings:

1. Project Review Special Permit (Section 19.20)

(19.25.1) Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (3) [sic] above the Planning Board shall grant the special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Study. Substantial adverse impact on city traffic shall be measured by reference to the traffic impact indicators set forth in Section 19.25.11 below.

(19.25.11) Traffic Impact Indicators. In determining whether a proposal has substantial adverse impacts on city traffic the Planning Board shall apply the following indicators. When one or more of the indicators is exceeded, it will be indicative of potentially substantial adverse impact on city traffic. In making its findings, however, the Planning Board shall consider the mitigation efforts proposed, their anticipated effectiveness, and other supplemental information that identifies circumstances or actions that will result in a reduction in adverse traffic impacts. Such efforts and actions may include, but are not limited to, transportation demand management plans; roadway, bicycle and pedestrian facilities improvements; measures to reduce traffic on residential streets; and measures undertaken to improve safety for pedestrians and vehicles, particularly at intersections identified in the Traffic Study as having a history of high crash rates.

The indicators are: (1) Project vehicle trip generation weekdays and weekends for a twenty-four hour period and A. M. and P.M. peak vehicle trips generated; (2) Change in level of service at identified signalized intersections; (3) Increased volume of trips on residential

streets; (4) Increase of length of vehicle queues at identified signalized intersections; and (5) Lack of sufficient pedestrian and bicycle facilities. The precise numerical values that will be deemed to indicate potentially substantial adverse impact for each of these indicators shall be adopted from time to time by the Planning Board in consultation with the TPTD, published and made available to all applicants.

The Applicant submitted a Transportation Impact Study (TIS) for the proposed project to the Cambridge Traffic, Parking and Transportation Department (TP&T), which was certified as complete and reliable on November 26, 2019, as indicated in a memorandum from Joseph E. Barr, Director of Traffic, Parking and Transportation, dated August 6, 2020.

The TIS identified six instances where the Special Permit Transportation Criteria cited above were exceeded. Five of the six instances were due to existing conditions for bicyclists and pedestrians. The only vehicular exceedance is at the intersection of Third Street and Binney Street during the morning peak hour.

TP&T submitted a set of recommended transportation demand management (TDM) measures in its memorandum, which were agreed to by the Applicant and are incorporated as Conditions to this Decision. The project will include improvements to pedestrian and bicycle connections throughout the area, including the conversion of Rogers Street to a “shared street,” which will encourage access by walking and bicycling. No automobile parking will be provided except for on-street parking for persons with disabilities, which will further limit the auto trips generated by the project. There will be one off-street loading bay provided to reduce impacts from on-street loading.

Therefore, the Board finds that the proposed project will not have a substantial adverse impact on city traffic within the study area, and will result in improvements to pedestrian, bicycle, and vehicular access and egress to the project site.

(19.25.2) Urban Design Findings. The Planning Board shall grant the special permit only if it finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30. In making that determination the Board may be guided by or make reference to urban design guidelines or planning reports that may have been developed for specific areas of the city and shall apply the standards herein contained in a reasonable manner to nonprofit religious and educational organizations in light of the special circumstances applicable to nonprofit religious and educational activities.

The Board finds that the proposed project is consistent, on the whole, with the Urban Design Objectives set forth in Section 19.30, as described below.

(19.31) New projects should be responsive to the existing or anticipated pattern of development....

The project preserves, restores, and reuses the existing Foundry, which is consistent with citywide urban design objectives. Additionally, the project will activate a currently

underutilized building and streetscape, thus creating a neighborhood amenity as well as a connected and pedestrian-friendly public realm.

(19.32) Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings. . . .

The major public realm improvements associated with the project involve the transformation of Rogers Street into a shared street and the creation of “The Yard,” which provides a pedestrian connection between Rogers and Bent Streets, usable open space, and bicycle parking areas. These improvements will help create a more pleasant, accommodating, and connective public realm.

(19.33) The building and site design should mitigate adverse environmental impacts of a development upon its neighbors. . . .

Mechanical equipment will be located on the flat roof of the building addition and surrounded by a sound barrier wall, which will provide both visual and acoustic screening. Trash storage will be contained within the building and lighting will be designed to minimize light pollution, while ensuring adequate safety and comfort. The project is also decreasing the amount of impervious area on the site and is planting new trees, which will help with site cooling.

(19.34) Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system. . . .

Traffic impacts have been discussed previously in these Findings. The project will be designed to meet strict Department of Public Works (DPW) stormwater standards applicable as per City of Cambridge Wastewater and Stormwater Drainage Use Regulations. DPW has provided comment to the Planning Board in a memorandum dated May 7, 2020 in which it indicated that the project will not have any issues meeting all of the requirements relative to stormwater management, streetscape design, and urban forestry. The project will also meet the Green Building Requirements set forth in Section 22.20 of the Zoning Ordinance.

(19.35) New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically. . . .

The project will rehabilitate an existing historic building and replace a non-historic addition. The new addition is sited on the western side of the original building, within the footprint of a more recent CMU addition that will be removed. The addition will face both Rogers and Bent Streets, and has been carefully set back from the historic façades. The contemporary nature of the addition offsets the more robust, historic brick structure, creating an appropriate juxtaposition between old and new in an evolving district. While the existing building’s historic masonry will be restored, the new addition will be clad in metal wall panels that clearly distinguish it from the original construction. The

playfulness of the metal panel with its vertical striations and metallic finish provides visual interest on Rogers Street and celebrates the public and theatrical nature of the building. Similarly, the building entrance on Rogers Street will be given prominence with the addition of a portal made of perforated metal, related in color to the addition's wall cladding material.

(19.36) Expansion of the inventory of housing in the city is encouraged. . . .

No housing is proposed as part of the project.

(19.37) Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city. . . .

The major public realm improvements associated with the project involve the transformation of Rogers Street into a shared street and the creation of "The Yard," which provides a pedestrian connection between Rogers and Bent Streets, usable open space, and bicycle parking areas. These improvements will help create a more pleasant, accommodating, and connective public realm.

2. Special Permit for reduction of required parking (Section 6.35.1)

6.35.1 Reduction of Required Parking. Any minimum required amount of parking may be reduced only upon issuance of a special permit from the Board of Zoning Appeals. A special permit shall be granted only if the Board determines and cites evidence in its decision that the lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, or that such lesser amount of parking will provide positive environmental or other benefits to the users of the lot and the neighborhood, including specifically, among other benefits, assisting in the provision of affordable housing units. ...

The proposed project seeks approval to reduce the required amount of accessory parking. The Planning Board is authorized to issue this special permit pursuant to Section 10.45 of the Zoning Ordinance. The basis for the requested reduction is that adequate off-site, commercial parking facilities serve the new program type and that the project site is proximate to a variety of transit options, including the MBTA Red Line, the MBTA Green Line, two bus lines, and the EZ-Ride paratransit shuttle. Such relief is allowed by special permit pursuant to Section 6.35.1 and Section 10.45, which allows the Planning Board to grant special permits otherwise within the purview of the Board of Zoning Appeal for projects that are also subject to Planning Board special permit approval.

In its memorandum dated August 6, 2020, TP&T expressed support for the requested reduction in required parking. As noted in the memorandum, the site is within walking distance to the MBTA Kendall Square Red Line station, Green Line Lechmere station, several bus routes such as route #64, #68, #CT2, EZ Ride shuttle stops, Bluebikes stations,

and carsharing parking spaces. TP&T also believes that because the Project will serve the local community, many of the building's users will walk or bike to the site. Those that must drive can park at existing commercial parking facilities in the Kendall Square area. Lastly, providing no on-site parking spaces will discourage employees from driving and encourage transit, walking, and bicycling transportation.

The project's proposal to reduce parking for the proposed development is consistent with city-wide goals to discourage driving and encourage other modes of transportation. It also serves to reduce auto trip generation, thereby mitigating the potential traffic impacts that were discussed earlier in these Findings. As the project involves the restoration of a historic building, adding off-street parking would be detrimental to the urban design objectives of the City. By not providing accessory parking on-site, the building's ground floor elevation can be lowered to create a universally accessible entrance at ground level. In addition, the project will provide two accessible spaces along Rogers Street across from the building.

... In making such a determination the Board shall also consider whether or not less off street parking is reasonable in light of the following:

- a. The availability of surplus off street parking in the vicinity of the use being served and/or the proximity of an MBTA transit station.*

The project is within an area served by the MBTA Kendall Square Red Line station, Green Line Lechmere station, and several bus routes.

- b. The availability of public or commercial parking facilities in the vicinity of the use being served provided the requirements of Section 6.23 are satisfied.*

The project is close to two commercial parking facilities: the Kendall Center Blue Garage and the 350 Kendall Street Garage. These facilities will adequately serve users who are unable to use other modes of transportation to travel to the project site.

- c. Shared use of off street parking spaces serving other uses having peak user demands at different times, provided that no more than seventy-five (75) percent of the lesser minimum parking requirements for each use shall be satisfied with such shared spaces and that the requirements of Subsection 6.23 are satisfied.*

Shared use of off-street parking spaces serving other uses has not been proposed.

- d. Age or other occupancy restrictions which are likely to result in a lower level of auto usage; and*

No such restrictions exist; however, the reduction in parking anticipates a less auto-dependent future for the area. As indicated in its memo, TP&T also anticipates that many of the project's users will walk or bike to the site since the project is focused on serving the local community.

- e. *Impact of the parking requirement on the physical environment of the affected lot or the adjacent lots including reduction in green space, destruction of significant existing trees and other vegetation, destruction of existing dwelling units, significant negative impact on the historic resources on the lot, impairment of the urban design objectives of the city as set forth in Section 19.30 of the Zoning Ordinance, or loss of pedestrian amenities along public ways.*

Reducing the parking requirement for the project will enable the rehabilitation and continued preservation of a locally designated historic landmark building. It will also make more space available for green and permeable areas, including tree plantings.

- f. *The provision of required parking for developments containing affordable housing units, and especially for developments employing the increased FAR and Dwelling unit density provisions of Section 11.200, will increase the cost of the development, will require variance relief from other zoning requirements applicable to the development because of limitations of space on the lot, or will significantly diminish the environmental quality for all residents of the development.*

This provision is not applicable because the project does not contain any residential dwelling units.

3. Special Permit for alteration of an existing non-conforming building (Section 8.22.2)

8.22.2 The following changes, extensions, or alterations of a pre-existing nonconforming structure or use may be granted in the following cases after the issuance of a special permit. Such a permit shall be granted only if the permit granting authority specified below finds that such change, extension, or alteration will not be substantially more detrimental to the neighborhood than the existing nonconforming use.

- a. *In an Office, Business, or Industrial District the Board of Zoning Appeal may issue a special permit for the alteration or enlargement of a nonconforming structure, not otherwise permitted in Section 8.22.1 above, or enlargement (but not the alteration) of a nonconforming use, provided any alteration or enlargement of such nonconforming use or structure is not further in violation of the dimensional requirements in Article 5.000 or the off street parking and loading requirements in Article 6.000 for the district in which such structure or use is located and provided such nonconforming structure or use not be increased in area or volume by more than twenty-five (25) percent since it first began to be nonconforming.*

There are no setback requirements for non-residential uses in the Industry A-1 zoning district, except where a property abuts a residential use. Recently, a new residential building was constructed at 249 Third Street, which has made the project's existing setback non-conforming. The project will not change the actual setback distance between the building

and the property line; however, it will alter the façade to create new window openings that match the building’s historic fenestration pattern. As a result, the project will restore a key feature of this landmark building and create a positive historic preservation outcome. In addition, a ground-level fence will be installed between the Foundry and the adjacent residential screening, which will visually screen the new openings.

The Planning Board is authorized to issue this special permit pursuant to Section 10.45 of the Zoning Ordinance.

4. Special Permit for performance space use in Industry A-1 (Section 4.35.h)

A principal use theatre is allowed by special permit from the Board of Zoning Appeal in the Industry A-1 District. The Planning Board is authorized to issue this special permit pursuant to Section 10.45 of the Zoning Ordinance.

The Board finds that the theatre use is consistent with the character of this “Transition District” between the mixed-use Kendall Square area and the East Cambridge residential neighborhood. Along with the other uses proposed for this project, the performance space use will support the community’s desire for a collaborative, arts-oriented community center. The proposal is also found to be in conformance with the general criteria for issuance of a special permit, as set forth below.

5. General Criteria for Issuance of a Special Permit (10.43)

The Planning Board finds that the proposal meets the General Criteria for Issuance of a Special Permit, as set forth below.

10.43 Criteria. Special permits will normally be granted where specific provisions of this Ordinance are met, except when particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting of such permit to be to the detriment of the public interest because:

(b) It appears that requirements of this Ordinance cannot or will not be met, or ...

Upon granting of the requested special permits, it appears that the requirements of the Ordinance will be met. Specifically, the proposal is consistent with the provisions of the PUD-4C Zoning District set forth in Section 13.59.10 of the Zoning Ordinance, which provided for the transfer of ownership of the site to the City of Cambridge.

(c) traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or ...

As discussed earlier in these Findings, based on a review of the certified TIS and with consideration of the proposed mitigation and other applicable requirements, the traffic generated will not create any new congestion, hazard, or change in neighborhood character. Patterns of access and egress have been designed in consultation with TP&T.

(d) the continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use, or ...

The proposed uses will not adversely impact the operation or development of adjacent uses, which are predominantly residential and office.

(e) nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City, or ...

The proposed uses will not result in any nuisance or hazard. The development will be required to conform to all applicable health and safety codes as well as measures recommended by DPW to mitigate area-specific risks of future flooding.

(f) for other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance, and ...

As discussed earlier in these Findings, the proposed uses are consistent with the planning objectives for the district and are more specifically in conformance with the provisions of Section 13.59.10 of the Zoning Ordinance.

(g) the new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.

As set forth above in these Findings, the Board finds the project to be consistent with the citywide urban design objectives.

DECISION

Based on a review of the Application Documents, testimony given at the public hearings, and the above Findings, the Planning Board hereby GRANTS the requested Special Permits subject to the following conditions and limitations. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Special Permits and any successor or successors in interest.

1. All use, building construction, and site plan development shall be in substantial conformance with the Application Documents and other supporting materials submitted to the Planning Board, and the additional Conditions of this Special Permit Decision. The project plans hereby approved by the Planning Board specifically include all revisions and modifications in the plan set titled ‘The Foundry Building’ prepared by Cambridge Seven, dated 3/12/2020. Appendix I summarizes the dimensional features of the project as approved.
2. The project shall be subject to continuing design review by CDD. Before issuance of each Building Permit for the project, CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision. As part of CDD’s administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design changes made subsequent to this Decision to the Planning Board for its review and comment.
3. Each of the below items shall be specifically subject to CDD review and approval of the final design details through the continuing design review process set forth above. The outstanding design issues contained in the CDD Staff Memo dated August 3, 2020 shall be considered in the review of such details, provided that the final plans shall remain in substantial conformance with the plans hereby approved by the Planning Board:
 - a. Review of proposed public realm, open space, and streetscape design details and materials, including details of the shared street, planting materials, additional street trees where possible, and loading driveway.
 - b. Cambridge Historical Commission (CHC) staff shall review and approve historic renovation details, including masonry restoration, window details, and colors as well as details where the new addition meets the existing building.
 - c. Selection of all exterior materials, colors, and façade details, including potential improved window performance.
 - d. The final details of the rooftop mechanical equipment, including the elevator overrun, ductwork, and vents.
 - e. All external lighting, to be reviewed for general conformance with technical guidelines recommended in the proposed Cambridge Outdoor Lighting Ordinance, with consideration given to minimizing light trespass by the design of façade lighting and tree up-lighting, and the use of timers.

- f. Review of the building's internal signage, to improve wayfinding from the entrance to the elevator.
4. Prior to the final selection of colors and textures for new façade materials, the Permittee shall erect a mock-up(s) of an exterior wall section incorporating all colors and materials on or near the building site to be reviewed by CDD and CHC staff for comment. Members of the Planning Board shall be notified when the mock-up is erected and given an opportunity to view the materials and transmit any comments to CDD. The mock-up should be sited to match the orientation of predominant public facades, in a location where varying light conditions can be experienced. The focus of this exercise should be the building addition, particularly the selected color and perforations.
 5. The Permittee shall comply with the recommended Transportation Demand Management (TDM) measures set forth in the memorandum issued by Joseph E. Barr, Director of TP&T, dated August 6, 2020:
 - a. Prior to issuance of Certificate of Occupancy:
 - i. The Permittee shall require in leases that the office tenants shall offer 100% MBTA Pass subsidies to employee and the program shall be administered by the employer through the MBTA Corporate Pass/Perq Program. MBTA transit passes shall also be offered pre-tax to employees.
 - ii. The Permittee shall require in leases that the office tenants shall offer employees Gold-level Bluebikes bikeshare (or a successor program) membership and the program shall be administered through the Bluebikes Corporate Program by the employer.
 - iii. The Permittee shall require in leases that the office tenants shall provide all employees current transportation information regarding all commuter options. This information shall be distributed to all new employees as part of their orientation and transportation information packets may be purchased from the Community Development Department.
 - iv. Air pumps and other bicycle repair tools shall be provided in or near the bicycle storage area.
 - v. Lockers shall be provided for employees that walk or bike to work.
 - vi. Information promoting the use of transportation options and service information shall be posted in a prominent location in the building and on the building's website, social media, and property newsletters.
 - vii. A Transportation Coordinator (TC) shall be designated for the site to manage or help coordinate the TDM programs for the site and office tenants. The TC shall participate in any TC training offered by the City or local Transportation Management Association.
 - b. A real-time transportation display screen shall be provided in at least one central location to help people decide which mode to choose for each trip. The location and operation of the transportation display screen shall be approved by TP&T and CDD staff prior to

- issuance of a Building Permit. The display screen(s) shall be installed prior to issuance of Certificate of Occupancy.
- c. Upon request by TP&T or CDD, the Permittee shall provide information on employee and visitor travel modes and customary parking location. Surveys of employees and customers shall be designed and conducted in a manner approved by TP&T and CDD.
6. The Permittee shall comply with the recommendations set forth in the memorandum issued by Katherine F. Watkins, City Engineer, Department of Public Works (DPW), dated May 7, 2020:
- a. The final stormwater management plan, and mitigation requirements for stormwater inflow and infiltration from the sewer system shall be reviewed and approved by DPW.
 - b. The final streetscape design for Rogers Street, Bent Street, and connection to Timothy J. Toomey Jr. Park that is under construction shall be reviewed and approved by DPW.
 - c. Details of tree planting, including selection of species and location shall be reviewed and approved by DPW.
7. The Permittee shall be required to prepare and implement a Construction Management Program in accordance with Section 18.20 of the Zoning Ordinance, which shall be reviewed and certified by TP&T and DPW prior to issuance of a Building Permit for development authorized by this Special Permit. Such a program shall include, in addition to the specific items required by said Section 18.20:
- a. A plan for site remediation in accordance with applicable local, state and federal requirements;
 - b. Identification of all work to take place in the public right of way including but not limited to potential impacts to existing public shade trees to be coordinated early in the design process with the City Arborist; and
 - c. A community outreach program including, at a minimum, the following elements:
 - i. An identified point of e-mail and telephone contact to respond to community questions and feedback throughout the construction process;
 - ii. A system for communicating ongoing project updates, which may include a web page, e-mail list, social media presence, direct outreach, and/or other measures; and
 - iii. One or more signs posted on-site, legible from the public way, providing the information above along with a brief description of the project, the amount of commercial space, an expected completion date, and a rendering of the street-facing elevations.
8. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).

9. Throughout design development and construction, the project shall conform to the Green Building Requirements set forth in Section 22.20 of the Cambridge Zoning Ordinance. CDD shall certify that the applicable requirements are met prior to issuance of a building permit, and again prior to issuance of a certificate of occupancy, for development authorized by this special permit.

Voting in the affirmative to GRANT the Special Permit were Planning Board Members Steven Cohen, H Theodore Cohen, Mary Flynn, Hugh Russell, and Associate Member Nikolas Bowie, appointed by the Vice Chair to act on the case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,



Representative to the Planning Board, authorized by Mary Flynn, Vice Chair.

A copy of this decision PB #362 shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision has been filed on September 2, 2020 with the Office of the City Clerk, by Swaathi Joseph, duly authorized representative of the Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty days have elapsed since the above decision was filed in the office of the City Clerk and:
_____ no appeal has been filed; or

_____ an appeal has been filed within such twenty days.

The person exercising rights under a duly appealed special permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone. This certification shall in no event terminate or shorten the tolling, during the pendency of any appeals, of the periods provided under the second paragraph of G.L. c. 40A, §6.

Date: _____, City Clerk

Appeal has been dismissed or denied.

Date: _____, City Clerk

Appendix I: Approved Dimensional Chart

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	37,493	5,000 min	No Change	No Change
Lot Width (ft)	96	50	No Change	No Change
Total GFA (sq ft)	52,200	112,479	50,200	50,200
Residential Base	0	N/A	0	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	52,200	112,479	50,200	
Inclusionary Bonus	0	N/A	0	
Total FAR	1.39	3.0 ¹	1.34	Consistent with Application Documents and applicable zoning requirements
Residential Base	0	N/A	0	
Non-Residential Base	1.39	3.0	1.34	
Inclusionary Bonus	0	N/A	0	
Total Dwelling Units	0	N/A	0	0
Base Units	0	N/A	0	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	0	N/A	0	
Base Lot Area / Unit (sq ft)	0	N/A	0	
Total Lot Area / Unit (sq ft)	0	N/A	0	
Height (ft)	43.5	45	45	Consistent with Application Documents and applicable zoning requirements
Front Setbacks (ft)	0	0	0	
Side Setback (ft)	0 / 23.4	0 / 33.25	0 / 23.4	
Rear Setback (ft)	n/a	n/a	n/a	
Open Space (% of Lot Area)	37	0	34	Consistent with Application Documents and applicable zoning requirements
Private Open Space	N/A	N/A	N/A	
Permeable Open Space (sq ft)	4,874	0	6,790	
Off-Street Parking Spaces	54	83	0 ²	Consistent with Application Documents, PTDM and other applicable requirements
Long-Term Bicycle Parking	0	11	11	
Short-Term Bicycle Parking	0	14	14	
Loading Bays	1	1	1	

¹ As per Section 13.59.10, maximum allowed FAR is 3.0.

² With Special Permit to reduce required off-street parking.